

**DIVISION COMMANDER'S STATUS REPORT TO
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS
HOUSE OF REPRESENTATIVES
ON FISCAL YEAR 2004 BUDGET**

**BRIGADIER GENERAL RONALD L. JOHNSON
DIVISION ENGINEER
PACIFIC OCEAN DIVISION**

THE PACIFIC OCEAN DIVISION

Headquartered in Honolulu, Hawaii, the Pacific Ocean Division has four district offices located in Honolulu, Hawaii; Anchorage, Alaska; Seoul, Korea; and Camp Zama, Japan. The Pacific Ocean Division's Civil Works area of responsibility spans the Pacific Ocean and encompasses the State of Alaska, the State of Hawaii, the Commonwealth of the Northern Mariana Islands, the Territory of American Samoa, and the Territory of Guam. Our Civil Works program is executed through our Alaska and Honolulu Districts. All four Districts have important military construction missions in Alaska, Hawaii, Japan, and the Republic of Korea and Interagency and International Services responsibilities throughout the Pacific.

OVERALL BUDGET REQUEST

This status report will highlight the Pacific Ocean Division's Fiscal Year 2002 accomplishments, our Fiscal Year 2003 activities, and present our Fiscal Year 2004 budget request of \$26,550,000. Our Fiscal Year 2004 budget request includes \$2,300,000 for General Investigations, \$13,650,000 for Construction, General, and \$10,600,000 for Operation and Maintenance, General.

GENERAL INVESTIGATIONS

The Pacific Ocean Division's General Investigations budget request of \$2,300,000 will provide funding for 26 survey studies. Highlights of our General Investigations program and budget request include the following.

Environmental Restoration

Chena River Watershed, Alaska

The Chena River is a tributary of the Tanana River and originates in a mountainous area about 90 miles east of Fairbanks, Alaska. Discussions with potential local sponsors were held in Fiscal Year 2002 with the Alaska Department of Fish and Game and the Alaska Department of Transportation and Public Facilities regarding feasibility studies to address the restoration of the arctic grayling habitat in Badger

Slough. However, because of sponsor funding constraints and priorities, the negotiations were unsuccessful and the study was placed in an inactive status. No Fiscal Year 2004 funds are requested.

Harding Lake Watershed, Alaska

Harding Lake is located approximately 45 miles south of Fairbanks, Alaska. With funds provided by Congress in Fiscal Year 2001, we initiated reconnaissance phase investigations to identify water resources problems and opportunities related to the lake's watershed and specific problems associated with lake level fluctuations. We conducted lake elevation surveys last summer and are scheduled to complete the reconnaissance report in April 2003. As noted last year, our investigations indicate that federal participation in feasibility phase investigations is not warranted. No Fiscal Year 2004 funds are requested.

Ship Creek Watershed, Alaska

Ship Creek begins in the Chugach Mountains east of Anchorage and flows through the City of Anchorage into Cook Inlet. Negotiations with the local sponsors, the Municipality of Anchorage and the Alaska Railroad Corporation, for the Ship Creek River Watershed feasibility studies were conducted in Fiscal Year 2002. However, the Municipality of Anchorage was unable to secure funding for the studies. The feasibility phase studies would have focused on stream hydrology and concerns for fish and wildlife impacts stemming from population growth and related development in Anchorage. The study was placed in an inactive status, pending local sponsor funding. No Fiscal Year 2004 funds are requested.

Ala Wai Canal Environmental Restoration, Oahu, Hawaii

The Ala Wai Canal is located in the Waikiki District of Honolulu on the island of Oahu. The two-mile long man-made canal is approximately a half-mile inland of the world famous Waikiki Beach. The feasibility study cost sharing agreement was executed in April 2001 and studies are ongoing in Fiscal Year 2003. The canal has become a collection point for silt and pollutants resulting in the degradation of water quality and the subsequent absence of native species that once inhabited the canal and its watershed. We are requesting Fiscal Year 2004 funds in the amount of \$100,000 to continue feasibility phase investigations to examine environmental restoration and flood damage protection opportunities for the Ala Wai Canal.

Kahuku Watershed Study, Oahu, Hawaii

The Kahuku Watershed is located on the northeastern coast of the island of Oahu. With funds provided by Congress in Fiscal Year 2001, we initiated reconnaissance phase investigations for the Kahuku Watershed Study to determine Federal interest in environmental restoration and flood damage reduction measures in the area. We completed the reconnaissance study in May 2002 and executed the feasibility cost sharing agreement in December 2002. Fiscal Year 2004 funds in the amount of \$100,000 are requested to continue with feasibility phase investigations.

Erosion Control

Kenai River Bluff Erosion, Alaska

The Kenai River is located approximately 100 miles south of Anchorage, Alaska. Erosion of the bluff along the Kenai River is endangering both public and private facilities. As directed and with funds provided by Congress in Fiscal Year 2002 and 2003, we initiated technical evaluations and reconnaissance level investigations of the bank stabilization needs along the Lower Kenai River. The report is scheduled for completion in Fiscal Year 2004 within available funds. No funds are requested for Fiscal Year 2004.

Matanuska River Erosion, Alaska

The Matanuska River is 77 miles long and originates in the Chugach and Talkeetna Mountains and empties into the Knik Arm of Upper Cook Inlet, approximately 40 miles east of Anchorage, Alaska. With funds provided by Congress in Fiscal Year 2002, we initiated reconnaissance phase investigations to evaluate potential solutions to the erosion problems along the Matanuska River. The reconnaissance report is scheduled for completion in Fiscal Year 2003. No funds for Fiscal Year 2004 are requested.

Flood Damage Reduction

Skagway River Flood Control, Alaska

Skagway is located at the northernmost end of Taiya Inlet, approximately 90 miles northeast of Juneau, Alaska. Much of the old City of Skagway is located within the Klondike Gold Rush National Historic Park. An existing flood control project was completed by the Corps of Engineers in 1940 and consists of a 6,700-foot long dike on the east bank of the Skagway River and a rubble-mound containment structure 1,800 feet long across the tide flats. With funds provided by Congress in Fiscal Year 2002, we initiated reconnaissance phase investigations to evaluate Federal interest in modifications and improvements to the existing dike and containment structure to prevent flooding to the historic City of Skagway and the airport facilities. The reconnaissance report is scheduled for completion in Fiscal Year 2003. Our preliminary findings indicate that there is no Federal interest in continuing with feasibility phase studies. No Fiscal Year 2004 funds are requested.

Wailupe Stream Flood Control, Oahu, Hawaii

The Wailupe Stream drainage basin is located along the southeast coast of the Island of Oahu. The largely unimproved stream's 100-year flood plain encompasses more than 800 residential and commercial structures in the Aina Haina residential community. As directed by Congress in Fiscal Year 2002, we initiated preconstruction engineering and design activities that included preparation of economic evaluations,

cost estimates and scopes of work for the negotiation of a design cost sharing agreement. In Fiscal Year 2003, we are scheduled to execute the design cost sharing agreement and initiate design activities that will include preparation of a re-evaluation report and required environmental documentation. We are not requesting ~~not~~ requesting ~~any~~ funds in Fiscal Year 2004.

Infrastructure

Fire Island Causeway, Alaska

Fire Island is located approximately 6 miles west of Anchorage, Alaska in Cook Inlet. With Fiscal Year 2001 funds appropriated by Congress and as directed, we initiated reconnaissance phase investigations to determine Federal interest and evaluate the need for a causeway to Fire Island and the potential of navigation facilities. We are continuing our investigations with additional funds provided by Congress in Fiscal Years 2002 and 2003. The reconnaissance report is scheduled for completion in early Fiscal Year 2004 from within available funds. No Fiscal Year 2004 funds are requested.

Hawaii Water Management Study, Hawaii

The State of Hawaii has experienced a significant decline in its sugarcane industry. In 1920, sugarcane irrigation systems provided water for over 250,000 acres of sugarcane fields. The irrigated acreage has since declined to 50,000 acres in 1998 and the existing irrigation systems have deteriorated. With funds provided by Congress in Fiscal Year 1999, we worked with the State of Hawaii to develop a plan to rehabilitate the former sugarcane water and irrigation systems in an effort to support diversified agriculture. Based on the coordination with the State of Hawaii, we completed technical reports for Waiahole Ditch on the island of Oahu in October 1999 and Kau Ditch on the island of Hawaii in October 2000. These reports were provided to the State of Hawaii to assist with future development plans. With additional funds provided by Congress in Fiscal Year 2001, we completed a reconnaissance-level report in Fiscal Year 2002 that defines the scope of the entire repair and rehabilitation program for the State of Hawaii sugarcane irrigation systems. The report identified Federal interest in repairing two systems. Additional work on the identified systems will be conducted utilizing Construction, General funds provided by Congress in Fiscal Year 2001. No funding is requested for Fiscal Year 2004.

Navigation

Akutan Harbor, Alaska

Akutan is located approximately 780 miles southwest of Anchorage on Akutan Island. The proposed harbor will provide protected moorage and serve as a base of operations for a fleet of commercial fishing vessels. A feasibility cost sharing agreement was executed in Fiscal Year 1998. The draft Feasibility Study and Environmental Impact Statement was completed in Fiscal Year 2002 and circulated for review. We are in the process of responding to review comments and addressing

environmental concerns expressed by the Environmental Protection Agency and the Alaska Department of Environmental Conservation. Pending resolution of the environmental concerns, the Final Feasibility Study is scheduled for completion in Fiscal Year 2004. We are requesting \$100,000 in Fiscal Year 2004.

Anchor Point Harbor, Alaska

Anchor Point is located 250 miles southwest of Anchorage on the Kenai Peninsula. A reconnaissance study was completed in January 1995; however, the unincorporated City of Anchor Point was not legally able to enter into a feasibility cost sharing agreement at that time. With Fiscal Year 2001 funds provided by Congress, we re-initiated the reconnaissance phase activities and completed a reconnaissance report in December 2002. However, the report recommended no further studies as an ordinance to establish a local service area and allow the City of Anchor Point to serve as a local sponsor was defeated by voters in October 2002. Both the Kenai Peninsula Borough and the State of Alaska have declined to act as local sponsors for the project. No Fiscal Year 2004 funds are requested.

Anchorage Harbor Deepening, Alaska

Anchorage Harbor is the primary deepwater port for south central Alaska, which contains two-thirds of the State of Alaska's population. Nearly 80 percent of the goods for 90 percent of Alaska's population cross the docks at the Port of Anchorage. In Fiscal Year 1999, we completed the reconnaissance report which focused on deepening of the harbor to service deeper draft vessels. At that time, the Port of Anchorage was not ready to execute a feasibility cost sharing agreement until concerns regarding maintenance dredging responsibilities at the berthing areas were clarified. The existing authorized project includes Federal maintenance dredging of the berthing areas to the dock face. Current policies assign the cost and responsibility for maintenance dredging of the berthing areas to the local sponsor. While the Port of Anchorage has subsequently agreed to enter into negotiations for a feasibility cost sharing agreement, concerns over the maintenance dredging responsibilities are still an issue. We continue to hold discussions and negotiate with the Port of Anchorage. Fiscal Year 2004 funds of \$50,000 are requested for feasibility studies, subject to the execution of a Feasibility Cost Sharing Agreement.

Aniak Harbor, Alaska

Aniak is located on the south bank of the Kuskowim River at the head of Aniak Slough, approximately 320 miles west of Anchorage, Alaska. Aniak is a service and transportation center for other communities on the Kuskowim River and a transfer point of the commercial fishing industry. With Fiscal Year 2002 funds provided by Congress, we completed a reconnaissance report in September 2002 for the development of a harbor facility at Aniak. The reconnaissance investigations determined that there is no Federal interest in continuing with feasibility studies at this time. No Fiscal Year 2004 funds are requested.

Craig Harbor, Alaska

Craig Harbor is located on Prince of Wales Island in Southeast Alaska, approximately 220 air miles south of Juneau, Alaska. With funds provided by Congress in Fiscal Year 2001, we initiated reconnaissance phase investigations to consider the benefits and costs for expansion and protection improvements to the existing harbor. We completed the reconnaissance report in January 2003 that identified potential Federal interest in continuing with feasibility phase studies. Fiscal Year 2004 funds of \$50,000 are requested.

DeLong Mountain Regional Port, Alaska

DeLong Mountain Regional Port is located in northwestern Alaska, approximately 650 miles northwest of Anchorage. The reconnaissance study was completed in November 1999 and identified potential federal interest in developing a regional port facility to support mining and shipping activities. A cost sharing agreement was executed in January 2000 for feasibility phase investigations. Based on a refinement of the feasibility phase scope and costs, an amended cost sharing agreement was executed in June 2002 for feasibility studies that are currently ongoing in Fiscal Year 2003. Fiscal Year 2004 funds in the amount of \$200,000 are requested to continue feasibility phase studies.

Haines Harbor, Alaska

Haines Harbor is located 90 miles northwest of Juneau. With General Investigation funds provided by Congress in Fiscal Year 2001, we are continuing with feasibility phase investigations that were initiated under Section 107, Navigation, of the Continuing Authorities Program. A draft feasibility study was completed in July 2002 that evaluated alternatives to meet moorage demands. We are currently addressing comments on the draft report and are scheduled to finalize the report this Calendar Year. Fiscal Year 2004 funds in the amount of \$100,000 are requested.

Ketchikan Navigation Improvements, Alaska

Ketchikan is located in southeastern Alaska, approximately 600 miles northeast of Anchorage. With Fiscal Year 2001 funds provided by Congress, we initiated reconnaissance level investigations to determine Federal interest in navigation improvements to alleviate overcrowding and congestion at the existing Ketchikan navigation facilities. We completed the reconnaissance report in January 2002 and are currently negotiating the Feasibility Cost Sharing Agreement. Fiscal Year 2004 funds in the amount of \$50,000 are requested.

Kotzebue Harbor, Alaska

The City of Kotzebue is located on the northwest coast of the Baldwin Peninsula, approximately 550 miles northwest of Anchorage. Kotzebue is the service and transportation hub for all villages in Alaska's northwest region. With funds provided by Congress in Fiscal Year 2001, we initiated reconnaissance phase studies to determine

Federal interest in navigation improvements for Kotzebue Harbor. In December 2002, we completed the reconnaissance report and are currently negotiating the feasibility phase cost sharing agreement. We are requesting Fiscal Year 2004 funds of \$50,000 to continue with feasibility phase investigations.

Little Diomed Harbor, Alaska

Located 135 miles northwest of Nome, the City of Diomed lies on the west coast of Little Diomed Island. There is no protected harbor and regular freight barges have ceased delivering cargo because of the high risk of barge damage and weather delays. We initiated reconnaissance phase investigations in Fiscal Year 2001, with funds provided by Congress, to determine Federal interest in a protected harbor facility. We are scheduled to complete the reconnaissance report this Fiscal Year and initiate negotiations for feasibility phase studies. Funds in the amount of \$50,000 are requested for Fiscal Year 2004.

Mekoryuk Harbor, Alaska

Mekoryuk is located at the mouth of Shoal Bay on the north shore of Nunivak Island in the Bering Sea. The island lies 30 miles off the coast and is approximately 550 miles west of Anchorage. With Fiscal Year 2001 funds provided by Congress, we initiated reconnaissance phase studies to consider the benefits and costs for the development of a regional port at Mekoryuk. The reconnaissance report was completed in July 2002 and approved in December 2002. We have initiated negotiations for the feasibility cost sharing agreement. We are requesting \$50,000 for Fiscal Year 2004 for feasibility phase investigations.

Perryville Harbor, Alaska

Perryville is located on the south coast of the Alaska Peninsula, approximately 800 miles southwest of Anchorage. Perryville currently does not have any harbor facilities. In Fiscal Year 2002, we updated the original reconnaissance report that was completed in 1998. Based on the update, the project was placed in an inactive status until changes in the operating conditions, such as new or additional fisheries, warrant a restudy of the area. No Fiscal Year 2004 funds are requested.

Port Lions Harbor Expansion, Alaska

Port Lions Harbor is located on the north coast of Kodiak Island, approximately 250 miles southwest of Anchorage. The Corps of Engineers constructed a breakwater and entrance channel in 1981 to provide safe anchorage for the local fishing fleet. However, additional protective structures are required to provide wave protection for full utilization of the existing moorage area and to reduce damages to vessels and the mooring system. We executed a feasibility cost sharing agreement with the local sponsor in January 2001 and are continuing with feasibility phase investigations in Fiscal Year 2003. We are requesting \$100,000 in Fiscal Year 2004.

Quinhagak Navigation Improvements, Alaska

Quinhagak is located 470 miles west of Anchorage. Reconnaissance phase investigations were conducted in Fiscal Year 2001 for navigation improvements to reduce damage to fishing vessels, improve access to the fishing grounds, and improve efficiency for the delivery of general barge cargo. The reconnaissance report was completed in November 2002 and results of the reconnaissance studies indicate that there is no federal interest in conducting feasibility phase investigations. No Fiscal Year 2004 funding is requested.

Saint George Navigation Improvements, Alaska

St. George Harbor is located on the northeast shore of St. George Island, the second largest of the Pribilof Islands. The island lies in the middle of the Bering Sea, approximately 800 miles southwest of Anchorage. With Fiscal Year 2001 funds provided by Congress, we initiated reconnaissance phase studies. The existing harbor is subjected to waves that make ingress and egress into the harbor almost impossible during moderate wave conditions. We completed the reconnaissance study in May 2002 and the report was approved to proceed with feasibility phase studies in October 2002. We are currently negotiating the Feasibility Study Cost Sharing Agreement and Fiscal Year 2004 funds in the amount of \$50,000 are requested.

Sitka Harbor, Alaska

Sitka is located on the west coast of Baranof Island fronting the Pacific Ocean on Sitka Sound, approximately 95 air miles southwest of Juneau, Alaska. Reconnaissance phase investigations to improve wave protection at the existing harbor facilities were initiated with Fiscal Year 2001 funds provided by Congress. The reconnaissance report was completed in November 2001 and approved in May 2002. The report indicated that the original design of the harbor's breakwater, which included a gap to maintain water circulation, allowed too much wave energy to enter the harbor. We are proceeding with design correction studies utilizing available Operation and Maintenance funding. No funds are requested for Fiscal Year 2004.

Skagway Harbor, Alaska

Skagway is located approximately 500 miles southeast of Anchorage. We completed the reconnaissance report in August 2000 for navigation improvements to alleviate overcrowding at Skagway Harbor. Negotiations for the scope of the feasibility phase studies were conducted in Fiscal Year 2002. However, the local sponsors have expressed concerns regarding the cost of the feasibility studies, estimated at \$800,000. The local sponsor has decided to pursue the project with the State of Alaska. No Fiscal Year 2004 funds are requested.

Unalakleet Harbor, Alaska

Unalakleet is located approximately 400 miles northwest of Anchorage. Reconnaissance phase investigations were completed in August 2000 for navigation improvements to reduce delays and damages to the fishing fleet. Negotiations for the scope of the feasibility phase studies were conducted in Fiscal Year 2002. The local sponsor has secured its funding and the Feasibility Study Cost Sharing Agreement was executed in February 2003. Fiscal Year 2004 funds of \$50,000 are requested for continuation of feasibility phase studies.

Unalaska Harbor, Alaska

The City of Unalaska is located on Unalaska Island in the Aleutian Chain, approximately 800 miles southwest of Anchorage. The existing facilities at Unalaska do not meet current moorage demands. A feasibility cost sharing agreement was executed in June 1999. The project was included in the Water Resources Development Act of 2000 as a contingent authorization, pending completion of a Chief of Engineers Report by December 31, 2001. However in August 2001, based on public and agency review of our Environmental Assessment, it was determined that we would be unable to meet the contingent authorization date because of the necessity to prepare an Environmental Impact Statement instead of an Environmental Assessment. In the spring of Fiscal Year 2002, the City of Unalaska requested that the feasibility study and Environmental Impact Statement be put on hold until the City decided whether to continue with the study. On 19 November 2002, the City Council passed a resolution to continue the feasibility phase. Fiscal Year 2004 funds of \$150,000 are requested.

Valdez Harbor Expansion, Alaska

Valdez is located on the north shore of Port Valdez, a deep-water fjord in Prince William Sound, approximately 115 miles east of Anchorage. The demand for moorage space in the harbor far exceeds the existing capacity of 510 vessels. In January 1999, we completed a reconnaissance report that identified potential Federal interest in providing additional mooring spaces to relieve congestion at Valdez Harbor. The feasibility cost sharing agreement was executed in June 1999. In Fiscal Year 2002, we completed our evaluation of alternatives and tentative plan selection. However, the local sponsor has requested a temporary pause in the study while they evaluate other local options. We are requesting \$50,000 in Fiscal Year 2004 to continue with feasibility phase.

Whittier Breakwater, Alaska

Whittier is located on the northeast shore of the Kenai Peninsula at the head of Passage Canal, approximately 60 miles east of Anchorage. With Fiscal Year 2001 funds provided by Congress, we initiated reconnaissance phase studies to determine Federal interests in improving harbor facilities. The reconnaissance report was

completed in August 2001 and negotiations for the initiation of phase studies were conducted in Fiscal Year 2002. We are continuing negotiations and are scheduled to execute the Feasibility Cost Sharing Agreement this Fiscal Year, pending availability of local sponsor funding. We are requesting \$50,000 for Fiscal Year 2004.

Barbers Point Harbor Modification, Oahu, Hawaii

The Barbers Point Deep Draft Harbor is located on the island of Oahu. Ongoing Feasibility phase studies are evaluating alternative channel and basin modifications to accommodate increasing shipping demand at the harbor. The project was authorized in the Water Resources Development Act of 2000 contingent upon completion of a Chief of Engineer's report by December 31, 2000. However, due to the numerous comments that were received during public review of the draft environmental impact statement we were unable to complete a Chief of Engineer's report by the contingent authorization date. In January 2002, the U.S. Fish and Wildlife Service raised major environmental concerns regarding compensatory mitigation for unavoidable coral reef impacts. The project sponsor viewed this as a programmatic issue that could impact the economic feasibility of the Barbers Point Harbor project as well as future navigation projects throughout the State of Hawaii. In February 2002, the State of Hawaii requested that we temporarily suspend our study efforts because of the potential programmatic coral reef issues. In December 2002, the local sponsor requested resumption of studies. We are requesting \$100,000 in Fiscal Year 2004.

Honolulu Harbor Modifications, Oahu

Honolulu Harbor is the State of Hawaii's primary deep draft port. Approximately 78 percent of all goods imported into the State are shipped into Honolulu Harbor. The State of Hawaii was interested in modifying the existing harbor basin and channels to accommodate increasing shipping demand and larger sized ships. The feasibility cost sharing agreement was executed in April 1999. Feasibility phase investigations have indicated that modifications cannot be economically justified at this time. At the request of the local sponsor, further feasibility studies were terminated in February 2003. No Fiscal Year 2004 funds are requested.

Kawaihae Deep Draft Harbor Modifications, Hawaii, Hawaii

Kawaihae Harbor is located on the northwest coast of the island of Hawaii, approximately 85 miles northwest of Hilo. With Fiscal Year 2000 funds provided by Congress, we initiated reconnaissance phase studies to determine federal interest in reducing surge problems and inadequate depths within the existing harbor. The reconnaissance report was completed in May 2001. In Fiscal Year 2002, we negotiated feasibility cost sharing agreement and scope with the State of Hawaii, Harbors Division. The agreement was executed in September 2002 and feasibility phase investigations were initiated in Fiscal Year 2003. Fiscal Year 2004 funds in the amount of \$100,000 are requested.

Navigation Improvements, CNMI Rota and Tinian Harbors

The Commonwealth of the Northern Mariana Islands is located in the western Pacific approximately 3,700 miles west-southwest of Hawaii. The three major islands are Saipan, Rota, and Tinian. Successive typhoons and tropical storms have contributed significantly to the deterioration of harbors at Rota and Tinian. In Fiscal Year 2001, we initiated reconnaissance phase investigations for these harbors. The reconnaissance report was approved in May 2002 and we are negotiating the feasibility study cost sharing agreements for each of the harbors. We are requesting Fiscal Year 2004 feasibility phase funds in the amount of \$102,000 for Rota Harbor and \$50,000 for Tinian Harbor.

Nawiliwili Harbor Modifications, Kauai, HI

Nawiliwili Harbor is located in Nawiliwili Bay on the southeast coast of the island of Kauai, Hawaii, approximately 100 miles northwest of the island of Oahu, Hawaii. With funds provided by Congress in Fiscal Year 2002, we initiated reconnaissance phase investigations to address navigational concerns regarding harbor surge, the depth and size of the existing turning basin, and the entrance channel configuration. The reconnaissance report was approved in January 2003 and we are currently negotiating the Feasibility Cost Sharing Agreement. Fiscal Year 2004 funds in the amount of \$100,000 are requested.

Tutuila Harbor, Tutuila, American Samoa

Tutuila Island is located in the Territory of American Samoa, approximately 2,600 miles southwest of Honolulu, Hawaii. With Fiscal Year 1999 funding provided by Congress, we completed reconnaissance phase studies in July 1999 which examined the needs and opportunities for a second commercial harbor site in the western district of Tutuila as well as potential improvements at the existing Pago Pago Bay commercial port. The reconnaissance phase investigations indicated that there was no federal interest in developing a second harbor in the western district. However, potential federal interest in a second commercial facility within Pago Pago Bay was identified. A feasibility cost sharing agreement for the Tutuila Harbor study within Pago Pago Bay was executed in December 2000. Feasibility phase investigations are ongoing in Fiscal Year 2003 and \$46,000 for Fiscal Year 2004 is requested to continue with feasibility phase activities.

Coastal Storm Damage Reduction

Barrow Coastal Storm Damage Reduction, Alaska

The City of Barrow is located 725 miles north of Anchorage, Alaska. In recent years, winter storms have resulted in the severe erosion of the shoreline. The erosion is threatening numerous public facilities; of particular concern is the Barrow solid waste landfill. With Fiscal Year 2000 funding provided by Congress, we initiated

reconnaissance phase studies to determine Federal interest participating in storm damage reduction measures. The reconnaissance study was approved in August 2001 and the feasibility cost sharing agreement executed on 13 February 2003. We are requesting Fiscal Year 2004 funding in the amount of \$200,000 -to continue feasibility phase investigations.

Kihei Area Erosion, Maui, Hawaii

The Kihei area is located on the southwestern coast of the island of Maui, Hawaii. Erosion in the Kihei shoreline area poses a threat to homes, the main coastal road, and park facilities during periods of high wave activity. With Fiscal Year 2001 funds provided by Congress, we initiated reconnaissance phase studies to evaluate the extent and causes of shoreline erosion in the Kihei area. We completed the reconnaissance study in September 2002 and are currently negotiating the feasibility cost sharing agreement. We have requested \$100,000 for Fiscal Year 2004.

Waikiki Area Erosion, Oahu, Hawaii

Waikiki Beach is located on the southern coast of the island of Oahu, Hawaii, approximately three miles from metropolitan Honolulu and is a major attraction for both tourists and local residents. With Fiscal Year 2001 funds provided by Congress, we initiated a re-evaluation study of this previously authorized project that includes beach restoration and stabilization features. We completed the re-evaluation study in Fiscal Year 2002 and, subject to policy certification, we are scheduled to execute a design agreement to prepare a General Reevaluation Report and to begin preconstruction engineering and design activities this Fiscal Year. No Fiscal Year 2004 funds are requested.

CONSTRUCTION, GENERAL

The Pacific Ocean Division's Construction, General Fiscal Year 2004 budget request of \$13,650,000 will provide funding for four projects. Highlights of our Construction, General program and budget request include the following.

Navigation

Chignik Harbor, Alaska

Chignik Harbor is located on the south side of the Alaska Peninsula about 450 miles southwest of Anchorage. The harbor will provide protected moorage for the commercial fishing fleet. The Project Cooperation Agreement was executed in August 2000 and the construction contract was awarded in August 2001. Construction started in the spring of 2002 and is scheduled for completion in September 2003. No Fiscal Year 2004 funds are requested.

False Pass Harbor, Alaska

False Pass is located on the east side of Unimak Island at the eastern end of the Aleutian Island chain about 700 miles southwest of Anchorage. The proposed harbor will provide year round protected moorage for commercial fishing in proximity to the salmon, pollock, herring, halibut, crab, and cod fisheries. The feasibility study was completed in October 2000, a Chief of Engineer's Report was signed in December 2000, and the design agreement was executed in March 2001. Project construction was authorized in WRDA 2000. With Fiscal Year 2003 funds provided by Congress, we are completing preconstruction engineering and design activities and will initiate negotiations for the Project Cooperation Agreement. No Fiscal Year 2004 funds are requested.

Nome Harbor Improvements, Alaska

Nome Harbor is located approximately 540 miles northwest of Anchorage. The harbor is a major trans-shipment point for northwestern Alaska communities. The Chief of Engineers Report was completed in August 1999. A preconstruction engineering and design agreement was executed in November 1999 and the Project Cooperation Agreement was executed in May 2002²³. The project was authorized for construction in the Water Resources Development Act of 1999. The construction contract is scheduled for award in July 2003. Construction funds in the amount of \$6,000,000 are requested for Fiscal Year 2004.

Saint Paul Harbor, Alaska

Saint Paul Island is located in the Bering Sea and is the northernmost of the Pribilof Islands, which is approximately 750 miles southwest of Anchorage. The Project Cooperation Agreement was executed in November 1998. The contract for phase I construction of the submerged breakwaters was awarded in March 1999 and construction was completed in August 2001. In spring 2001, scour along the seaward base of the existing main breakwater was discovered and in June 2001 we modified the Phase I contract to provide scour protection. In January 2002, because of contractor performance, safety concerns, and cost growth, work on the scour protection was terminated and is scheduled for completion as part of the Phase II construction contract. We are scheduled to award the Phase II contract in June 2003. The phase II contract will include dredging of the navigation channel and turning basin, completion of scour protection at the existing main breakwater, and environmental restoration measures. We are also finalizing a decision document for a small boat harbor facility within Saint Paul Harbor, as authorized in the Water Resources Development Act of 1999. Fiscal Year 2004 funds of \$3,826,000 are requested.

Sand Point Harbor, Alaska

Sand Point Harbor is located on the northwest portion of Popof Island, 570 miles southwest of Anchorage. Additional protected harbor berthing spaces are required to service larger vessels, ranging in length from 80 to 150 feet. The Chief of Engineers

Report was completed in October 1998. Preconstruction engineering and design activities were initiated in July 1998. The project was authorized for construction in the Water Resources Development Act of 1999. With construction new start funding provided by Congress this Fiscal Year, we are scheduled to finalize construction plans and specifications and negotiate the Project Cooperation Agreement. No Fiscal Year 2004 funds are requested.

Seward Harbor, Alaska

Seward Harbor is located on the Kenai Peninsula about 120 miles south of Anchorage. The current harbor is filled to capacity with a waiting list of over 700 boats. The Chief of Engineers Report was completed in January 1999. The project was authorized for construction in the Water Resources Development Act of 1999. A preconstruction engineering and design agreement was executed in April 1999. As directed and with funds provided by Congress in Fiscal Year 2002, we initiated negotiations for the Project Cooperation Agreement that was submitted for review and approval in January 2003. We are scheduled to award the construction contract in August 2003. No Fiscal Year 2004 funds were budgeted.

Wrangell Harbor, Alaska

Wrangell Harbor is located on the north end of Wrangell Island in southeastern Alaska, approximately 700 miles southeast of Anchorage. The demand for permanent and transient moorage greatly exceeds the available spaces at the existing harbor. Over 300 vessels are wait-listed for permanent moorage in the harbor. Feasibility phase studies evaluating alternative harbor sites to provide additional moorage and relieve congestion at the existing harbor were completed in Fiscal Year 1999. The Chief of Engineer's Report was completed and a preconstruction engineering and design agreement executed in December 1999. The project was authorized for construction in the Water Resources Development Act of 1999. As directed and with funds provided by Congress in Fiscal Year 2002, we initiated negotiations for the Project Cooperation Agreement that was executed in March 2003. We are scheduled to award the construction contract in June 2003. No Fiscal Year 2004 funds were budgeted.

Kaumalapau Harbor, Lanai, Hawaii

Kaumalapau Harbor is the island of Lanai's only commercial harbor. With Fiscal Year 1998 funding provided by Congress and as directed, we initiated preconstruction, engineering and design activities to improve the breakwater and navigation conditions at the harbor. In Fiscal Year 2000, real estate negotiations between the private landowner and the State of Hawaii were completed and the required lands were turned over to the State of Hawaii in July 2000. Preconstruction engineering and design

activities are continuing in Fiscal Year 2003. We completed a decision document in February 2003. We are also negotiating the Project Cooperation agreement and award of the construction contract is scheduled for late Fiscal Year 2003 utilizing funding provided by Congress in Fiscal Years 2001, 2002, and 2003. No funds have been requested for Fiscal Year 2004.

Kikiaola Harbor, Kauai, Hawaii

Located on the island of Kauai, Kikiaola Harbor was originally constructed by the State of Hawaii in 1959. Preparation of construction plans and specifications was initiated in October 1998 and the General Reevaluation Report to modify the harbor to reduce shoaling and provide additional wave protection for approximately 45 vessels was approved in December 1998. Fiscal Year 2002 activities included continued negotiation of the Project Cooperation Agreement and the processing of local sponsor permits and environmental clearances. We are currently updating the project's economics, finalizing construction plans and specifications, and negotiating the Project Cooperation Agreement. Award of the construction contract is scheduled for October 2003. Fiscal Year 2004 funds in the amount of \$3,633,000 are requested for construction.

Maalaea Small Boat Harbor, Maui, Hawaii

The Maalaea Small Boat Harbor project is located on the island of Maui. The project will modify the existing harbor breakwater to eliminate adverse navigation conditions and increase the berthing capacity for commercial craft. Our efforts continue to focus on coordinating and addressing the numerous public and agency comments regarding the project's environmental impact to coral and surfing resources. As reported previously, we continue to participate on an interagency environmental mitigation team and have completed additional hydraulic model studies that evaluated the impacts of the proposed project and alternatives on surfing sites and navigability. In addition, we are continuing with preparation of plans and specifications and updating the project's economics. Fiscal Year 2004 funds in the amount of \$191,000 are requested.

Flood Control

Iao Stream Flood Control, Maui

The Iao Stream Flood Control Project, located on the island of Maui, was completed in 1981. High velocity storm flows have caused extensive damage to the project's existing levee system. In Fiscal Year 2002, we completed hydraulic model studies at our Engineering Research and Development Center in Vicksburg, Mississippi based on the recommendations of the Corps of Engineers Committee on Channel Stabilization. In Fiscal Year 2003, we are scheduled to continue efforts on the project engineering report, environmental assessment, and decision document. No Fiscal Year 2004 funds were budgeted.

Erosion Control

Bethel Bank Stabilization, Alaska

Bethel is located at the mouth of the Kuskokwim River, 40 miles inland from the Bering Sea and approximately 400 air miles northwest of Anchorage, Alaska. In accordance with Congressional direction provided in the Fiscal Year 2001 Energy and Water Development Act, we initiated engineering activities, from within available funds, to extend the existing Bethel Bank Stabilization project an additional 1,200 feet. Congress also directed the removal of sediments from Brown Slough that hamper navigation. However, it was determined that the Corps does not have authority for the removal of sediments from Brown Slough. The project decision document was completed in December 2001 and the Project Cooperation Agreement was executed in December 2002. Construction is scheduled for award this Fiscal Year. No Fiscal Year 2004 funds were budgeted for this project.

Dillingham Bank Stabilization, Alaska

Dillingham is located approximately 330 miles southwest of Anchorage. The Dillingham Bank Stabilization project provides 1,600 feet of sheet pile bulkhead to protect water and sewer lines, communication systems, homes, and businesses along an eroding bluff in the City of Dillingham. The Project Cooperation Agreement was executed in January 1998 and a construction contract was awarded in September 1998. Construction was initiated in Fiscal Year 1999 and was completed in Fiscal Year 2001. As directed by Congress in the Fiscal Year 2001 Energy and Water Development Act, we initiated work to extend the project and replace the existing wooden bulkhead at the city dock. In Fiscal Year 2003, we are continuing with preparations of plans and specifications, a project decision document, and negotiations for modifications to the existing Project Cooperation Agreement. No Fiscal Year 2004 funds were budgeted.

Galena Bank Stabilization, Alaska

Galena is located on the north bank of the Yukon River, 270 air miles west of Fairbanks, Alaska. In accordance with Congressional direction and funds provided in the Fiscal Year 2001 Energy and Water Development Act, we initiated engineering activities to provide additional emergency bank stabilization measures at Galena. The work will be accomplished under the same terms and conditions as the previous emergency bank stabilization project that was completed in 1987. Stream bank survey work was completed in the summer of Fiscal Year 2001. In Fiscal Year 2002, we worked on plans and specifications, a project decision document, and negotiations for the Project Cooperation Agreement. The Project Cooperation Agreement was submitted to our higher headquarters for review and approval in January 2003. Construction is scheduled for award this Fiscal Year. No Fiscal Year 2004 funds were budgeted.

Infrastructure

Alaska Environmental Infrastructure, Alaska

As authorized and directed by Congress in the Fiscal Year 1998 Energy and Water Development Appropriations Act, we developed a plan in coordination with the Northwest Arctic Borough to identify projects for implementation under the Alaska Environmental Infrastructure program. A study cost sharing agreement with the Village of Buckland and the Northwest Arctic Borough was executed in September 1998 and a feasibility study focusing on the development of facility and community plans for domestic water, sewer, and solid waste services was completed in July 1999. A design cost sharing agreement was executed in September 1999 for the preparation of plans and specification for the Buckland water and sewer infrastructure. Plans and specifications were completed in October 2002. We are currently negotiating the extent of Federal work with the Village of Buckland and have also had discussions with the Village of Kotzebue regarding providing assistance to them under this authority. No Fiscal Year 2004 funds are budgeted.

Hawaii Water Systems Technical Study, Hawaii

In Fiscal Year 2002, Construction, General funding was provided by Congress, to conduct, at full Federal cost, "technical studies of individual ditch systems identified by the State of Hawaii, and to assist the State in diversification by helping to define the cost of repairing and maintaining selected ditch systems." Additional Congressional funding was provided for this program in Fiscal Year 2003. We are currently conducting technical studies for two ditch systems and are coordinating additional study requirements with the State of Hawaii. These technical studies are investigating the rehabilitation of the former sugarcane water and irrigation systems in an effort to support diversified agriculture. No Fiscal Year 2004 funds are budgeted.

Water Supply

Kake Dam, Alaska

The city of Kake is located in southeast Alaska on the northwest shore of Kupreanof Island, approximately 95 air miles southwest of Juneau, Alaska. The Fiscal Year 2001 Energy and Water Development Act directed the Corps of Engineers to replace and upgrade Kake Dam, which collapsed in July 2000, to provide drinking water and hydroelectricity. We completed a project decision document in December 2002 and the Project Cooperation Agreement was submitted for review and approval by our higher headquarters in February 2003. Award of the construction contract is currently scheduled for early Fiscal Year 2004. No Fiscal Year 2004 funds are budgeted.

OPERATION AND MAINTENANCE

The Pacific Ocean Division's Operation and Maintenance budget request of \$10,600,000 will provide funding for operations, inspections of completed works, project condition surveys, and navigation maintenance and dredging. Highlights of Operation and Maintenance program and budget request include the following.

Inspection of Completed Works

The Pacific Ocean Division is responsible for conducting periodic inspections of 22 completed flood control and 26 shore protection projects. Fiscal Year 2004 funds in the amount of \$232,000 are requested to conduct these periodic inspections to ensure that the projects are functioning as designed.

Navigation Project Condition Surveys

The Pacific Ocean Division is responsible for the maintenance of 76 harbors throughout the Pacific and Alaska. Fiscal Year 2004 funds in the amount of \$1,018,000 are requested to conduct periodic project condition surveys of those harbors that are not specifically included in this budget request. The project condition surveys program includes hydrographic surveys to verify that project channel and basin depths are maintained and to identify projects requiring maintenance, inspection of breakwater and protective structures, and dredging disposal studies.

Alaska Navigation Maintenance and Dredging

In the State of Alaska, we conduct annual maintenance dredging for Anchorage, Dillingham, Homer, Ninilchik, and Nome harbors. With additional funds provided by Congress in Fiscal Year 2002, we initiated a sediment modeling study to investigate the increase in maintenance dredging quantities at Anchorage Harbor. Our Fiscal Year 2004 budget request includes a total of \$4,769,000 for the annual dredging of for Anchorage, Dillingham, Homer, Ninilchik, and Nome harbors. In addition, we are requesting \$400,000 for maintenance dredging at Cordova Harbor.

Chena River Lakes Flood Control Project, AK

The Pacific Ocean Division is responsible for the operation and maintenance of the Chena River Lakes Flood Control Project that protects the City of Fairbanks, Alaska. Fiscal Year 2004 funds in the amount of \$3,259,000 are requested for the operation and maintenance of this project that includes 7.1-mile long diversion dam, a floodway, a paved access road, and water control structures.

Lowell Creek Tunnel, Alaska

The Lowell Creek Tunnel is located in the city of Seward on the Kenai Peninsula about 120 miles south of Anchorage. The project, completed in 1945, protects Seward from flooding by diverting Lowell Creek flows through a concrete-lined tunnel 10 feet in diameter and 2,070 feet long. The Water Resources Development Act of 2000 authorized, on an emergency one-time basis, repairs of the Lowell Creek Tunnel at Federal expense and a total cost of \$3,000,000. With Fiscal Year 2000 funds provided by Congress, we initiated preparation of a maintenance assessment and requirements report for Lowell Creek Tunnel. Fiscal Year 2001 activities include completion of recommended repair designs and a preparation of a decision document. The decision document was completed in October 2001 and the amended Project Cooperation Agreement was executed in March 2002. The repair contract was awarded in June 2002. Repair work was scheduled to begin this past winter. However, because of the unseasonably mild winter, flows through the tunnel may delay completion of the repairs until next winter. No funds are requested for Fiscal Year 2004.

Barbers Point Harbor, Hawaii Regional Visitor Center

The Honolulu District's Pacific Regional Visitor Center, constructed as a part of the Barbers Point Harbor Project in 1983, is located at Fort DeRussy in Waikiki, Hawaii. The Pacific Regional Visitor Center theme, "The U.S. Army Corps of Engineers: Partners in the Pacific - Protecting, Preserving and Improving" portrays the Corps of Engineers Civil Works mission and role in the Pacific. Fiscal Year 2004 funds in the amount of \$176,000 are requested for operations and maintenance of the facility and exhibits.

Kahului Harbor Revetment Repair, Maui, Hawaii

Kahului Harbor is located on the island of Maui and is the island's sole commercial harbor. Approximately 1,200 feet of protective revetment adjacent to the east breakwater has experienced storm damage. The repair construction contract was awarded in September 2001 and completed in October 2002. No funds are requested for Fiscal Year 2004.

Manele Harbor Dredging, Lanai, Hawaii

Manele Harbor is located on the southern coast of the island of Lanai. Heavy rains in Fiscal Year 2002 deposited large amounts of sediment into the harbor. Fiscal Year 2004 funds in the amount of \$656,000 are requested for maintenance dredging.

Port Allen Harbor Repairs, Kauai, Hawaii

Port Allen is located on the southern coast of the island of Kauai. Fiscal Year 2004 funds in the amount of \$90,000 are requested to prepare plans and specifications for the repair of a 300-foot section of the existing 1,126-foot long rubblemound breakwater.

EMERGENCY RESPONSE

During the past year, there were two major disasters in the Pacific Ocean Division's Civil Works area of operation. Typhoon Chataan hit the Territory of Guam in July 2002 with sustained wind speeds of up to 110 miles per hour. We deployed more than 180 Corps of Engineers personnel from throughout the nation in support of recovery efforts for Typhoon Chataan that caused more than \$50 million in damages. In December 2002, the Territory of Guam was hit by Super Typhoon Pongsona with sustained wind speeds up to 184 miles per hour. Super Typhoon Pongsona caused an estimated \$200 million in damages and nearly 310 Corps of Engineers civilians and soldiers were deployed.

SUMMARY

With the support of this committee, our Fiscal Year 2004 program request of \$26,550,000 will allow the Pacific Ocean Division to continue to provide quality and environmentally sound water resources projects for the people and islands of the Pacific and the State of Alaska.

Although our Civil Works program and projects are modest in comparison to others across the nation, they have an enormously important impact on the economic and social well being of the island and rural communities that are served by the Pacific Ocean Division.